

## INDUSTRY STAKEHOLDER MEETING RECORD

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**INDUSTRY GROUP:** Morehead City Port Committee

**DATE:** September 28, 2011

**LOCATION:** Morehead City, NC

<b>PARTICIPANTS:</b>	<u>Industry Stakeholders</u> William Baily, MC Port Pilot Jerry Eborn, MC Port Commission Rex Edwards, NC Ports John Ellis, ILA Local 1807 & 1847 Russell Hults, PCS Phosphate DJ Leeuwenburg, WC Leeuwenburg Inc. Paul Lokey, SSA Marine Michael Mayer, SSA Cooper Andrew Midgett, MC Pilots Association Captain Donald Thomas, Moran Towing	<u>Maritime Strategy Team</u> Eddie McFalls, AECOM Steffanie McLaughlin, Eydo Garold Smith, Eydo Rachel Vandenberg, AECOM
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### History of Morehead City Port Committee:

- Local shippers and the EDC started the committee in mid- 80's due to perceived lack of attention from NCSPA to opportunities at the Morehead City port
- Formed to build/solicit port business
- Encouraged the purchase of 150 acres on Radio Island (perception that the NCSPA was not interested in Radio Island, the State purchased and presented it to them)
- With Ports moving under DOT jurisdiction, this committee is hopeful they will be re-engaged with port decisions
- Desire a vibrant, well-utilized port

**Goal:** A clear, consistent vision for the ports that the public can embrace

### Potential Opportunities:

- Proposal for Southside of Radio Island:
  1. Create a bulkhead
  2. Pave
  3. Build a warehouse
- A RO/RO ramp already exists, the military could use the new infrastructure
- Need to dredge deeper to accommodate the Navy
- Become a multi service port – MC needs to be container ready
- Multiple niche opportunities available, need to be identified
- Communicate with current clients (PCS, Weyerhaeuser, Newcor, Military, etc.) to ascertain their needs and keep them at MC

- Look at Short Sea Shipping (American Feeder Lines)
- Enhanced barge use - a “green” alternative that keeps trucks off the roads
- Public Education – inform residents about port operations
- Weyerhaeuser is moving 100 containers a week from New Bern to Norfolk – how can MC capture their business?
- Increased agriculture use of port facilities

**Challenges:**

- Communication – Confidentiality maintained by prospective business opportunities and the Department of Commerce leaves the public feeling marginalized – can this process be changed?
  - Lost business due to public surprise
- Access Issues: 1. Widening Turn in Channel, 2. Draft Restriction, 3. Shoaling issues (from Hurricane Irene)
- Landside: overpasses, northern bypass
  - Need better truck access – including Hwy 70 improvements
  - Need better rail access – including targeted grade separations through town
  - Trucks to MHC port all dead-head back to origins – need industry in port area to provide back haul opportunity
- Cranes need upgrade
- Gallant’s Channel Bridge needs to be built with RR access
- There are 17 ports in FL, NC can certainly utilize two – perception is that Wilmington is given preference in all matters
- Morehead City planning Commission is investigating re-zoning the port

**Current Port Operations and Conditions:**

- Majority of cargo arrives and departs via barge
- Depth is the biggest advantage at MC
- Excellent sand
- 70% of NC goods moving through Norfolk, Charleston (MC needs to capture share of market)
- Goodyear uses POMC like a Distribution Center
- Excellent labor pool – all work is with cargo – no containers

**Global Trans Park:**

- Military study is a good addition to the GTP vision
- POMC and GTP need to be more cohesive
- GTP is a good (potential) off-site distribution center

**Tourism:**

- Best Advertisement for the ports: ships at dock
- Tourists enjoy seeing ships – this is not a deterrent to the tourism industry
- Study is identifying strategies other ports have used to co-exist with neighbors

**Action Items:**

- Identify cost of dredging, separate from beach nourishment, to demonstrate supplemental costs incurred to benefit of community
- Consider role of Agriculture, Military, Tourism in local economy in evaluation of port uses